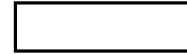


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PAID PARKING

1. A program instituting fees for parking space provided by the U.S. Government to employees takes effect 1 November 1979. This program, presented in OMB Circular A-118, is designed to encourage personnel to join carpools and/or increase utilization of public transportation. The goal of the program is to conserve energy and to reduce air pollution and traffic congestion. Parking fees have been established for each area by GSA based on comparable commercial rates. Fees will be charged at 50 percent of the full rate for the period 1 November 1979 through 30 September 1981. The full rate will apply thereafter. Where rates are assessed at less than \$10.00, no fee will be charged. From \$10.00 to \$20.00, a minimum fee of \$10.00 will apply for the period 1 November 1979 through 30 September 1981.

2. The regulation provides for certain exemptions from parking fees. Van pools (vehicles carrying eight passengers or more) are exempt from fees for the first year. Handicapped personnel utilizing specially equipped vehicles are exempt. Shift workers are also exempt. Two-wheeled vehicles are exempt. In addition, there is no charge for visitor parking. Personnel who normally participate in a carpool or

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use public transportation may obtain a daily permit to use the visitor parking facility on the occasional day that they must drive their own vehicle. These permits will be available through the component Support Office. Such use of the visitor parking area will be closely monitored to ensure this privilege is not abused.

3. In the Washington Metropolitan Area, GSA has established the following schedule of fees:

	<u>Full</u>	<u>50% Level</u>
[REDACTED]	\$80.00	\$40.00
National Photographic Interpretation Center	33.00	16.50
2430 "E" Street, N.W.	40.00	20.00

For the above areas, a single fee structure is established for each facility irrespective of the location of the parking space. Fees will be charged on a monthly basis, and no refunds will be provided for partial use of the monthly permit. Payment for parking fees will be made through the representative of the Office of Finance at each facility in the month prior to use. The following payment centers are established and will operate as of 15 October 1979:

Room: 1S05
Time: 0830 - 1100

National Photographic Interpretation Center
Room: [REDACTED]
Time: Schedule to be established

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2430 "E" Street, N.W. Complex
Room: 112 South Building
Time: 0900 - 1130
1500 - 1700

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will be coordinated by the Chief of Support/Administration for each component through the Office of Finance.

5. At the present time, there is no charge for parking at the Headquarters building, and facilities located in Parking in these areas is assessed at less than \$10.00 and is not subject to the paid-parking program.

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10/1/79?

Honorable James T. McIntyre, Director
Office of Management and Budget
Washington, D.C. 20503

Dear Mr. McIntyre:

In accordance with Office of Management and Budget Circular A-118, Federal Employee Parking Facilities, my staff is now preparing regulations to take effect on 1 November regarding the imposition of parking fees at CIA installations. The Central Intelligence Agency fully supports the President's initiative to conserve energy; we have for a number of years encouraged the use of public transportation and carpools by Agency employees where such use is consistent with cover and security considerations.

I will implement the Circular to the fullest extent possible consistent with my statutory responsibility to protect intelligence sources and methods. Some divergence from the Circular will be necessary in cases where imposition of parking fees would be inconsistent with the maintenance of cover or security of Agency facilities and personnel. It will, for example, not be possible for me to supply for forwarding as called for by subparagraph "d" the reports called for in paragraph 14 of A-118. To make such reports available would conflict both with my statutory responsibility for the protection of intelligence sources and methods and with section 6 of the CIA Act of 1949.

My position in this matter is mandated by my responsibilities under statute and Executive Order 12036. It is fully consistent both with the President's concern for the maintenance of an effective intelligence establishment and with the terms of A-118, which has been issued under authority of the Federal Property and Administrative Services Act, as amended (40 U.S.C. 490) which specifically provides that "nothing in this Act shall impair or affect any authority of ... the Central Intelligence Agency."

I again offer my assurances that the Central Intelligence Agency fully supports the President's energy conservation program and will implement the policy on Federal employee parking to the fullest extent practicable.

Yours sincerely,

STANSFIELD TURNER

~~SECRET~~

MEMORANDUM FOR: Deputy Director for Administration

FROM: James H. McDonald
Director of Logistics

SUBJECT: Federal Employee Parking Assessments

REFERENCES: a. OMB Circular A-118 dtd 13 Aug 79
b. GSA Implementing Instructions dtd
13 Sept 79

1. This memorandum is provided for your information regarding the OMB circular and GSA implementing regulations on the new paid-parking program.

2. As previously stated, the policy behind the paid-parking program remains the same, conservation of energy resources, reduction in air pollution, and reduction in traffic congestion by making it more desirable for employees to participate in carpools and/or to better utilize public transportation. Fees will be charged for parking starting on 1 November 1979. Rates have been assessed by GSA based on SLUC and comparable commercial rates. Rates will be charged at 50 percent of the full charge for the period 1 November 1979 through 30 September 1981. Full rates are applicable thereafter. Where rates are assessed at less than \$10.00, no fee will be charged. For rates between \$10.00 and \$20.00, a minimum fee of \$10.00 is established.

3. The references have established specific exemptions and priorities for assigned parking:

a. Exemptions

(1) During the period 1 November 1979 and 30 September 1980, van pools (eight passengers or more) are exempt from fees. This exemption may be extended at the end of this period.

(2) Vehicles specially equipped to assist handicapped employees are exempt from fees.

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SUBJECT: Federal Employee Parking Assessments

(3) Shift workers are exempt from fees. The Agency policy defining shift workers will include any employee on a rotating shift for the time spent on a day shift as well as mid or swing shift.

(4) Two-wheeled vehicles are exempt.

(5) U.S. Government employees utilizing shared parking facilities are exempt.

(6) Visitor parking is exempt from fees.

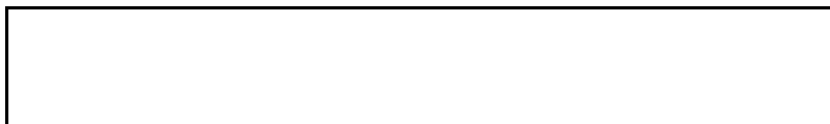
b. Priority for Assignment

Priority for assignment of parking spaces allows for handicapped, van pools, carpools, and general parking in that order. Ten percent of the parking spaces may be reserved for executives and those having unusual hours.

25X1



25X1



\$80.00
65.00

National Photographic Interpretation Center

33.00

2430 "E" Street, N.W. (estimated)

40.00

25X1



5. Following the example set at the Pentagon, a single fee structure will be established for each facility irrespective of the location and/or the desirability of the space. Fees will be charged on a monthly basis and no refunds will be provided for partial use of a monthly permit. Any other arrangement will significantly increase the administrative burden and will subvert the intent of the program to force increased use of public transportation and an increase in the number of carpools. Plans for the collection and accountability for

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SUBJECT: Federal Employee Parking Assessments

parking fees are still in negotiation. At present, the Chiefs of Support/Administration for each area where fees will be charged are working with the Office of Logistics to establish a satisfactory system. We are looking into the possibility of a payroll deduction system and/or assistance from the Credit Union or EAA.

6. For the year ahead, no parking fees will be charged for Headquarters.

As previously noted, the GSA SLUC rate for the Headquarters compound in FY-81 has been increased from \$.22 to \$.46 per square foot. Unless reduced as a result of appeal, Headquarters will exceed the \$10.00 minimum and will be subject to fees as of 1 October 1980. GSA has promised to review the rates based on our appeal and to respond by 1 October 1979.

7. In the Agency's response to the original draft of OMB Circular A-118, a request for exemption from fees for the Headquarters compound was sought on the basis of a remote facility with limited public transportation available. In addition, cover problems were also cited in organizing car-pools. OMB chose not to respond, taking the attitude that Langley would be exempt since the fee would be under \$10.00. Based on discussions with personnel at both GSA and OMB, the reaction to our request was negative. It is felt that CIA is not different from the rest of the U.S. Government and is not deserving of a special exemption. As you know, our response was leaked to the press. Two initiatives are under way to exempt parking at Langley from fees. OLC, working with OMB and the Congress, is attempting to have language written into the Percy Bill (S930) effectively exempting remote facilities. A second effort is under way by OGC, looking into the legal basis for paid parking. Both of these initiatives concern us since they appear to be fighting the Administration policy on paid parking. These actions appear to place the DCI, as a Presidential appointee, in a position opposite the President. In particular, no effort should be exerted to use the special DCI authorities to resolve an administrative problem.

/s/ James H. McDonald

James H. McDonald

Attachment

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